

1. (AMENDED) A transmission (1) for a motor vehicle having a capability of automatic shifting, the transmission (1) having [three spider planetary sets (2, 3, 4) in which] a first planetary set (2) [is on an entry side of the transmission (1)], a third planetary set (4) [is on an exit side of the transmission (1)] and a second planetary set (3) [is] located between the first planetary set (2) and the third planetary set (4), the transmission (1) possessing first, second and third brakes (5, 6, 7) and first and second clutches (8, 9) for [the] shifting of six forward gears and one reverse gear, and having one input shaft (10) and one output shaft (11) with the following combinations:

the input shaft (10) is connected directly with a sun gear (16) of the second planetary set (3);

the input shaft (10) is connectable by the first clutch (8) with a sun gear (12) of the first planetary set (2) and connectable with a spider (15) of the first planetary set (2) by the second clutch (9);

the sun gear (12) of the first planetary set (2) is connectable with a housing of the transmission (1) by the first brake (5); and

the spider (15) of the first planetary set (2) is connectable with the housing of the transmission by the second brake (6);

wherein a sun gear (20) of the third planetary set (4) is freely rotatable with respect to the sun, the spider and the internal gears of the first and second planetary sets and is connectable solely with the transmission housing when the third brake (7) is engaged[; and

the output shaft (11) is fixedly connected with a spider (19) of the second planetary set (3) and is fixedly connected with an internal gear (14) of the first planetary set (2)].

2. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the spider (15) of the first planetary set (2) is continually connected with the internal gear (22) of the third planetary set (4) and the internal gear (18) of the second planetary set (3) is continually connected to the spider (23) of the third planetary set (4).

3. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 1 wherein the first clutch (8) is activated in a third gear and in a fifth gear, as well as in a reverse gear.

4. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the second clutch (9) is activated in a fourth gear, in a fifth gear and in a sixth gear.

5. (AMENDED) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the first [break] brake (5) is activated in a second gear and in a sixth gear. ♦♦

6. (AMENDED) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the [second] third brake [(6)] (7) is activated in a first gear, in a second gear, in a third gear and in a fourth gear. ♦♦

7. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the second brake (6) is activated in a first gear and in a reverse gear.

8. (AMENDED) A transmission (1) for a motor vehicle having a capability of automatic shifting, the transmission (1) having [three spider planetary sets (2, 3, 4) in which] a first planetary set (2) [is on an entry side of the transmission (1)], a third planetary set (4), [is on an exit side of the transmission (1)] and a second planetary set (3) [is] located between the first planetary set (2) and the third planetary set (4), the transmission (1) possessing first, second and third brakes (5, 6, 7) and first and second clutches (8, 9) for [the] shifting of six forward gears and one reverse gear, and having one input shaft (10) and one output shaft (11) with the following combinations: ♦♦

the input shaft (10) is connected directly with a sun gear (16) of the second planetary set (3);

the input shaft (10) is connectable by the first clutch (8) with a sun gear (12) of the first planetary set (2) and connectable with a spider (15) of the first planetary set (2) by the second clutch (9);

the sun gear (12) of the first planetary set (2) is connectable with a housing of the transmission (1) by the first brake (5);

the spider (15) of the first planetary set (2) is connectable with the housing of the transmission by the second brake (6);

wherein a sun gear (20) of the third planetary set (4) is connectable with the transmission housing by the third brake (7);

the output shaft (11) is fixedly connected with a spider (19) of the second planetary set (3) and is fixedly connected with an internal gear (14) of the first planetary set (2), and

the spider (15) of the first planetary set (2) is fixedly connected with an internal gear (22) of the third planetary set (4) and an internal gear (18) of the second planetary set (3) is fixedly connected to a spider (23) of the third planetary set (4).

9. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 8, wherein the first clutch (8) is activated in a third gear and in a fifth gear, as well as in a reverse gear.

10. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 8, wherein the second clutch (9) is activated in a fourth gear, in a fifth gear and in a sixth gear.

11. (AMENDED) The motor vehicle transmission with automatic shifting capability according to claim 8, wherein the first [break] brake (5) is activated in a second gear and in a sixth gear.

12. (AMENDED) The motor vehicle transmission with automatic shifting capability according to claim 8, wherein the [second] third brake [(6)] (7) is activated in a first gear, in a second gear, in a third gear and in a fourth gear.

13. (ORIGINALLY ISSUED) The motor vehicle transmission with automatic shifting capability according to claim 8, wherein the second brake (6) is activated in a first gear and in a reverse gear.

14-21. (CANCELED).

22. (NEW) A transmission (1) for a motor vehicle having a capability of automatic shifting, the transmission having first, second and third spider planetary sets (2,3,4) in which a second planetary set (3) is located between a first planetary set (2) and a third planetary set (4), the transmission (1) possessing first, second and third brakes (5,6,7) and first and second clutches (8,9) for shifting of six forward gears and a reverse gear, and having an input shaft (10) and an output shaft (11) with the following combinations:

the input shaft (10) is connected directly with a sun gear (16) of the second planetary set (3);

the input shaft (10) is connectable by the first clutch (8) with a sun gear (12) of the first planetary set (2) and connectable with a spider (15) of the first planetary set (2) by the second clutch (9);

the sun gear (12) of the first planetary set (2) is connectable with a housing of the transmission (1) by the first brake (5);

the spider (15) of the first planetary set (2) is connectable with the housing of the transmission (1) by the second brake (6);

wherein a sun gear (20) of the third planetary set (4) is connectable with the housing of the transmission (1) by the third brake (7);

the output shaft (11) is fixedly connected with a spider (23) of the third planetary set (4) and with an internal gear (14) of the first planetary set (2);

the spider (15) of the first planetary set (2) is fixedly connected to an internal gear (18) of the second planetary set (3); and

a spider (19) of the second planetary set (3) is fixedly connected to an internal gear (22) of the third planetary set (4).

23. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 22, wherein the first clutch (8) is activated in a third gear and in a fifth gear, as well as in a reverse gear.

24. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 22, wherein the second clutch (9) is activated in a fourth gear, in a fifth gear and in a sixth gear.

25. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 22, wherein the first brake (5) is activated in a second gear and in a sixth gear.

26. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 22, wherein the third brake (7) is activated in a first gear, in a second gear, in a third gear and in a fourth gear.

27. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 22, wherein the second brake (6) is activated in a first gear and in a reverse gear.

28. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the input shaft (10) and the output shaft (11) are both located on the same side of the transmission.

29. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the input shaft (10) supplies drive input:
- to the sun gear (16) of the second planetary set (3);
 - to the sun gear (12) of the first planetary set (2) via the first clutch (8); and
 - to the spider (15) of the first planetary set (2) which is connected to the internal gear (18) of the second planetary set (3) via the second clutch (9); and
 - an output of the output shaft (11) is located between the first, second and third planetary sets (2, 3 and 4) and the first and second clutches (8 and 9).
30. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the input shaft (10) includes a torque converter (24) and a turbine wheel of the torque converter (24) is connected directly with the sun gear (16) of the second planetary set (3).
31. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein a vibration damper (26) is located between the input shaft (10) an internal combustion engine (25).
32. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein the input shaft (10) and the output shaft (11) are both located on the same side of the transmission; and
- a vibration damper (26) is located between the input shaft (10) an internal combustion engine (25).
33. (NEW) The motor vehicle transmission with automatic shifting capability according to claim 1, wherein drive is supplied by the output shaft (11) to the drive wheels (28 and 29) by an additional gear ratio stage and a differential (27).